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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. V., No. 1.

Jan.-Feb., 1962

MONTANA HIGHWAY COMMISSION RECORD OF AWARDS 1961

1958\$ 37,250,000.00

1960\$ 30,863,580.00

1959.....\$ 20,621,115.00

1961\$ 42,627,666.00

	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
<i>MILES of INTERSTATE</i>	0	0	17477	11,597	6,523	12,663	13,554	2,652	0	18,662	0	0
<i>MILES of PRIMARY</i>	24,038	11,215	24,245	8,395	13,922	33,469	9,226	12,052	0	0	12,317	9,708
<i>MILES of SECONDARY</i>	7,500	17,911	14,364	3,860	1,433	74,229	8,825	7,023	9,063	14,179	5,260	4,585
<i>MILES of URBAN</i>	0	0	0,325	0	0,513	0,674	0	0	0	0	0,250	0
<i>FEET of STRUCTURES</i>	0	346,000	1,139,500	509,000	1,875,000	368,000	1,194,250	0	1,103,500	940,100	223,000	1,532,250
<i>\$ INTERSTATE</i>	0	0	3,529,365.55	2,912,174.73	1,767,065.14	3,977,899.72	2,314,270.80	1,788,795.90	0	4,537,411.85	0	424,585.10
<i>\$ PRIMARY</i>	612,096.80	833,614.87	1,303,885.15	512,651.43	1,447,993.28	1,794,580.07	769,194.77	565,457.30	988,381.31	12,908.00	269,057.01	844,123.59
<i>\$ SECONDARY</i>	Incl. Above	593,493.00	905,117.58	321,121.99	Incl. Above	2,110,829.01	909,511.51	319,862.15	276,479.77	624,599.69	231,771.30	267,820.87
<i>\$ URBAN</i>	0	0	52,760.90	0	300,715.78	Incl. Above	0	0	0	0	1,058,888.97	0
<i>TOTAL \$ FOR MONTH</i>	796,152.67	1,427,108.70	5,580,514.89	3,745,948.15	6,600,741.70	8,106,613.70	4,130,504.16	2,677,555.35	1,264,861.13	5,174,919.54	1,559,724.78	1,536,529.56
<i>TOTAL MILES INTERSTATE</i>	0	0	17,477	29,074	35,597	48,260	61,814	64,166	64,166	83,128	83,128	83,128
<i>TOTAL MILES PRIMARY</i>	24,038	35,256	59,501	67,896	81,819	85,288	94,514	106,576	106,576	106,576	118,893	128,601
<i>TOTAL MILES SECONDARY</i>	7,500	25,411	39,775	43,635	45,068	119,297	128,122	135,145	144,208	158,387	163,647	168,232
<i>TOTAL MILES URBAN</i>	0	0	0,325	0,325	0,538	1,512	1,512	1,512	1,512	1,512	1,752	1,752
<i>TOTAL STRUCTURES</i>	0	346,000	1,485,500	1,994,500	3,869,500	4,237,500	5,431,750	5,431,750	6,535,250	7,475,350	7,698,350	9,230,600
<i>SUPPLEMENTAL & OTHER</i>	0	0	0	20,175.00 ¹	0	10,062.50 ¹	0	3,310.00 ¹	0	5,762.50 ¹	0	0
<i>MAINTENANCE</i>	0	0	0	0	\$4,967.50	220,863.00	137,537.00	0	0	0	0	0
<i>FENCING (MILES)</i>	7,800	2,712	20,189	11,597	6,523	12,663	13,554	2,708	0,300	0	0	0
<i>SIGNING</i>	0	0	0	0	0	24,846	0	0	0	0	0	0
<i>SEEDING</i>	0	0	0	0	0	0	0	0	0	0	0	0
<i>TOTAL DOLLARS</i>	796,152.67	2,223,261.37	7,805,353.76	11,575,116.69	18,175,858.39	26,282,572.19	30,113,076.35	33,091,631.70	34,356,492.83	39,531,412.37	41,091,137.15	42,627,666.71

1961 will go down in the annals of the Montana Highway Department as a record year. Not only was a new high achieved in the amount of highway funds put to work, but more miles of Interstate Highway were contracted for than in any previous year, and the largest single bid opening in the history of the Department was held during the first celebration of Highway Week in

May, when the total of the contracts awarded came to \$6,600,741.70.

Highway Engineer Quinnell gives credit to the entire organization for the outstanding record achieved, but is quick to point out that the records achieved last year will probably be short-lived, as the work planned for 1962 will far eclipse last year's achievements.

QUINNELL NAMED TO EXECUTIVE BOARD

Fred Quinnell, Jr., State Highway Engineer, was notified by Alf Johnson, Executive Secretary of the American Association of State Highway Officials, that he has been elected to the executive board of that organization. Mr. Quinnell has been active in the AASHO organization since he has been State Highway Engineer, and has previously

served as President of the Western Association of State Highway Officials, and has served on the nominating committee of AASHO.

He was elected to fill out the term of his good friend "Dutch" Williams, whose untimely passing we regret. Dutch was formerly the State Highway Engineer of Oregon.

AWARD SHEET

Letting of December 20, 1961

Project No.	Amt. of Bid	Name of Bidder	Address
I 15-4(6)186 Unit 3 Helena-North Section of Lewis & Clark Interstate Road—L. & C. County (Structures)	\$130,183.48	Mont. Engineering & Constr. Co.	Helena, Mont.
F 65 (8) Unit 1 Sun River-Choteau Road Cascade County	\$ 58,463.87	Robertson & Cave, Inc.	Great Falls, Mont.
I 94-1(5) 51 Yellowstone County Interstate Road—Yellowstone and Treasure Counties (Structure)	\$294,401.62	Husman Bros. Inc.	Sheridan, Wyo.
F 238 (8) Unit 1 Wolf Creek-Augusta Road Lewis & Clark County	\$637,044.20	Nilson-Smith Constr. Co.	Great Falls, Mont.
F 238 (8) Unit 2 Wolf Creek-Augusta Road Lewis & Clark County (Structures)	\$133,734.30	Watters Construction Co., Inc.	Helena, Mont.
S 71(4) Ryegate-South Road Golden Valley County (Structures & Grading)	\$ 72,786.12	Walter Mackin & Son	Billings, Mont.
S 238 (1) Unit 1 Circle-South & East Road McCone County—(Structure)	\$ 68,834.04	Otto J. Eickhof & Sons, Inc.	Crookston, Minn.
S 366(6) Sunburst-Sweetgrass Road Toole County	\$126,200.71	The O'Neil Constr. Co.	Havre, Mont.
F 144 (6) Unit 2 First Ave., N., in Glasgow Valley County (Traffic Signals)	\$ 14,881.22	Watters Constr. Co., Inc.	Helena, Mont.

All Projects Awarded to Low Bidder with the Exception of Projects 4 and 5 which were awarded subject to Bureau of Public Roads Concurrence.

AWARD SHEET

Letting of January 24, 1962

Project No.	Amt. of Bid	Name of Bidder	Address
IG 90-8(13) 395 Reed Point-East Road Stillwater County (Structure)	\$ 92,851.18	Waddell Constr. Co.	Helena, Mont.
F 157(16) Unit 1 Miles City-Jordan Road Custer County	\$296,315.69	Hilling Constr. Co., Inc.	Williston, N.D.
F 180(5) S-US 386(1) 2nd Ave. N. & Ext.—Gt. Falls & the 10th St. Malmstrom Air Base Roads Cascade County	\$251,948.65	McLaughlin, Inc.	Great Falls, Mont.
S 238(1) Unit 1 Circle-South and East Road McCone County	\$164,483.25	Joe Mayo & Son	Cavalier, N. D.
ROW F-90(5) Idaho Line-Noxon Road Sanders County (Fence)	\$ 1,404.94	Bohleen & Duke	Wilsall, Mont.

THE HUMAN COMEDY

We liked this safety bulletin which we saw recently and are passing it on for your interest and information:

This is not an indictment of all drivers—just a few.

We're talking about accidents and the "excuses" drivers give for having them. If some of them weren't so serious, so costly, and so (pardon the word) stupid, they would be really funny.

Driver reports (after an overhead clearance accident): "The tires on the tractor had too much air in them."

Driver reports (after backing into a passenger car at his rear): "It was his fault, because he was parked to close behind me."

Driver reports (after his truck moved forward on an incline and struck a parked car): "The truck I was driving was different from the one I usually drive and I had it in fourth gear instead of reverse." The question here is, "Don't you think a qualified driver should know what gear he is in?"

Driver reports: "I unloaded in this inside dock. When I pulled out, top of my van struck overhead beam." Don't you think a qualified driver ought to know an empty truck is higher than a loaded one? He also said he didn't know who was at fault because "I backed in without any trouble."

Driver reports: "I was turning the corner and my rear box struck the traffic signal." His excuse: "My rear semi cut too short." Of course it did, or he wouldn't have hit the signal. But the way he puts it, indicates he believes he had no control over the turning radius of the equipment. What do you think?

Driver reports: "I was pulling out of the loading zone. The other car passing, struck my left front bumper with his right front end." His excuse: "The other car should have waited for me to pull out—it was his fault."

You'll have to agree, these reasons for accidents aren't even excuses—in fact, they're pretty ridiculous.

The real point is—in every one of these cases application by our driver of two or three basic driving fundamentals would have prevented them all.

LOOK before you put your vehicle in motion or when turning and be sure your vehicle is tied down tight when you park it.

We think these things are not too much to ask of a professional driver, DO YOU?

SAFETY PAYS

The Montana State Highway Commission received a refund of \$47,155.89 from the Montana State Industrial Accident Board. But it still cost the Montana Highway Commission \$85,031.40 for our employees workmans insurance. Which can be reduced to an even lesser amount, if our employees would be a little more SAFETY-MINDED. It is up to each and every employee themself, to watch how you step, how you lift and to be *extra careful* if you are doing a job that has a great many hazards.

Some of our Divisions around the State are doing a very good job at reducing their employee accidents; but yet others are still pretty bad and can use some improving. . .

HERE'S HOPING WE HAVE AN ACCIDENT-FREE YEAR IN THE DEPARTMENT IN 1962!

A TRAGIC LOSS —

All Montana was shocked and saddened by the tragic plane crash that took the lives of Governor Donald G. Nutter, his executive secretary, Dennis Gordon, the Commissioner of Agriculture and three Air National Guard crew members, who were flying them to a meeting of the Highway 2 Association meeting in Cut Bank on January 25.

Don Nutter will be missed by the Highway Department, and by the Commission, as he was extremely interested in highway matters, and was anxious to see that everything possible was done to bring more and better highways to his state.



Governor Babcock

Our new Governor, Tim Babcock, moving up from the Lt. Governor's office, has long been interested in good highways, as well he should be, because his livelihood in private life depends on highway transportation.

Gov. Tim is owner and operator of Babcock and Lee Trucking Co., of Billings. Governor Tim is a past president of the Montana Motor Transport Association, was a member of the Interim Committee on Highways in 1955 to 1957, and served in the House of Representatives from Custer County and from Yellowstone County, being active on the Highway Committee of the House.

The Montana Highway Department pledges you our fullest cooperation, Tim.

SEASON FOR SEMINARS

Training-in-Service announces three very important field seminars for the next two months, that should be of great benefit to those taking part.

First on the calendar is a one-day training course in concrete paving. This school will be held in Great Falls on February 6, from 10 a. m. to 4 p. m., with the course to be held in Butte on February 7, and in Billings on February 8. The instruction will be given by the District Engineer for the Portland Cement Association for Montana, Norman D. Baumgart, and is held in these selected districts for the reason that there

will be concrete road construction in these three districts this coming year.

Following, and extending from February 27 to March 7, will be a field seminar for engineering forces covering a wide variety of subjects. Hydraulics, Road Plans, Safety, Accounting, Training in-Service, Specifications, Labor, Information—will be presented by members of those sections from Helena, while Kueffel and Esser will present an instrument adjustment demonstration; Armco will discuss metal pipe, and Elk River will cover the concrete pipe field.

The seminar will be in Glendive on Feb. 27 and 28; Billings, Feb. 28 and March 1; Butte, March 1 and 2; Missoula, March 5 and 6; and Great Falls, March 6 and 7.

This will be followed closely by a field staking seminar in Billings, March 13; Lewistown, March 14; Great Falls, March 15; Shelby, March 16.

MERIT RATINGS OR APPRAISALS

Training-in-Service Dept.

The chief purpose of a Merit Rating or Appraisal is to help the employee improve his performance in the job he already holds. It is not merely a means of determining whether the employee should or should not be promoted.

An employee appraisal is actually a comprehensive communications program and includes every phase of oral communications from training to counseling.

It has four major objectives:

1. To help the organization identify employees who have potential for higher responsibility.
2. To enable the supervisor to analyze the work of his subordinates in order to assist them in correcting their shortcomings.
3. To encourage employees to work toward their own self-development.
4. To improve communications within the organization, both upward and downward.

Every supervisor will probably develop his own approach to appraisal. As long as the supervisor's relations with his subordinates are good, he knows how his subordinates are developing on the job, lets them know how they are doing, where they

(Continued on page 4)

APPRAISAL SCHOOL

One of the outstanding training sessions held by the Department, was concluded in December by the Right-of-Way Department. Twenty-eight were in attendance, mostly from the district right-of-way offices, with one or two from other state

or federal organizations taking advantage of the opportunity to avail themselves of this fine schooling.

The school was under the direction of Scott Johnson, Reviewing Appraiser, and assisted by Richard I. Hoover.



Appraisal School graduates reading from left to right: Row 1—Richard I. Hoover, A. Scott Johnson. Row 2—James McKay, Otto Krieg, Walter Devoy, I. W. Rimel, Donald D. Favero, Howard Bodine, Grayson Vornado. Row 3—M. Dean Knapp, H. E. Alexander, Eugene Parkey, Ethan Ford, Ray M. Gall, Lester Swisher, Marshall Lowell. Row 4—E. J. Decker, Grace Bielenberg, Chris Fletcher, E. E. Mosier, C. R. Manley, Harry V. Nichols, Marcus Wulff. Row 5—Ed Wauldhauser, Derryl Hungerford, James White, Jack Stephenson, Jack McDonald, James Hein, James B. Binkerd

Training-in-Service Department

(Continued from page 3)

stand, and works to correct their deficiencies. It does not really matter how it is accomplished, however, our present established policy of a formal appraisal interview once a year has been generally accepted in Highway circles. Equally effective would be to hold several short interviews throughout the year and on the basis of these, complete the yearly appraisal.

An appraisal is only an indicator and if it is reasonably accurate, it will more than pay off.

An employee should be appraised on his skill in performing his various duties and will be more likely to accept the results than if he is appraised on his personal characteristics. The more con-

crete the appraisal program is, the more meaningful it will be to the people who are judged by it and to the people who are doing the judging.

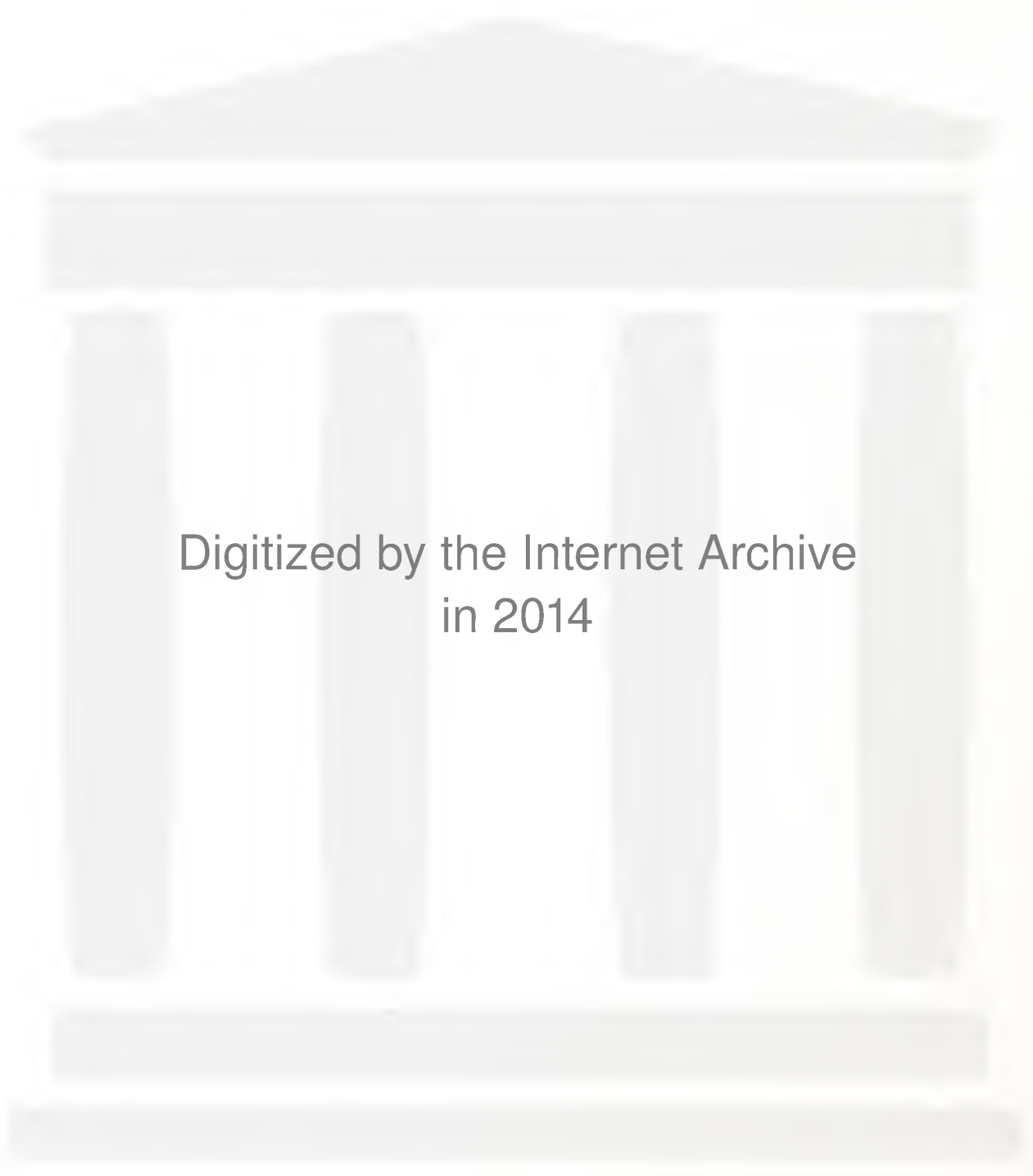
Line personnel are interested in the practical aspects of management, not in theories or techniques, it is their interest that must be captured.

The success of an appraisal program depends upon human judgment. A sound appraisal plan will force a supervisor to use his judgment as best he can, especially since he knows he may be called upon to defend it.

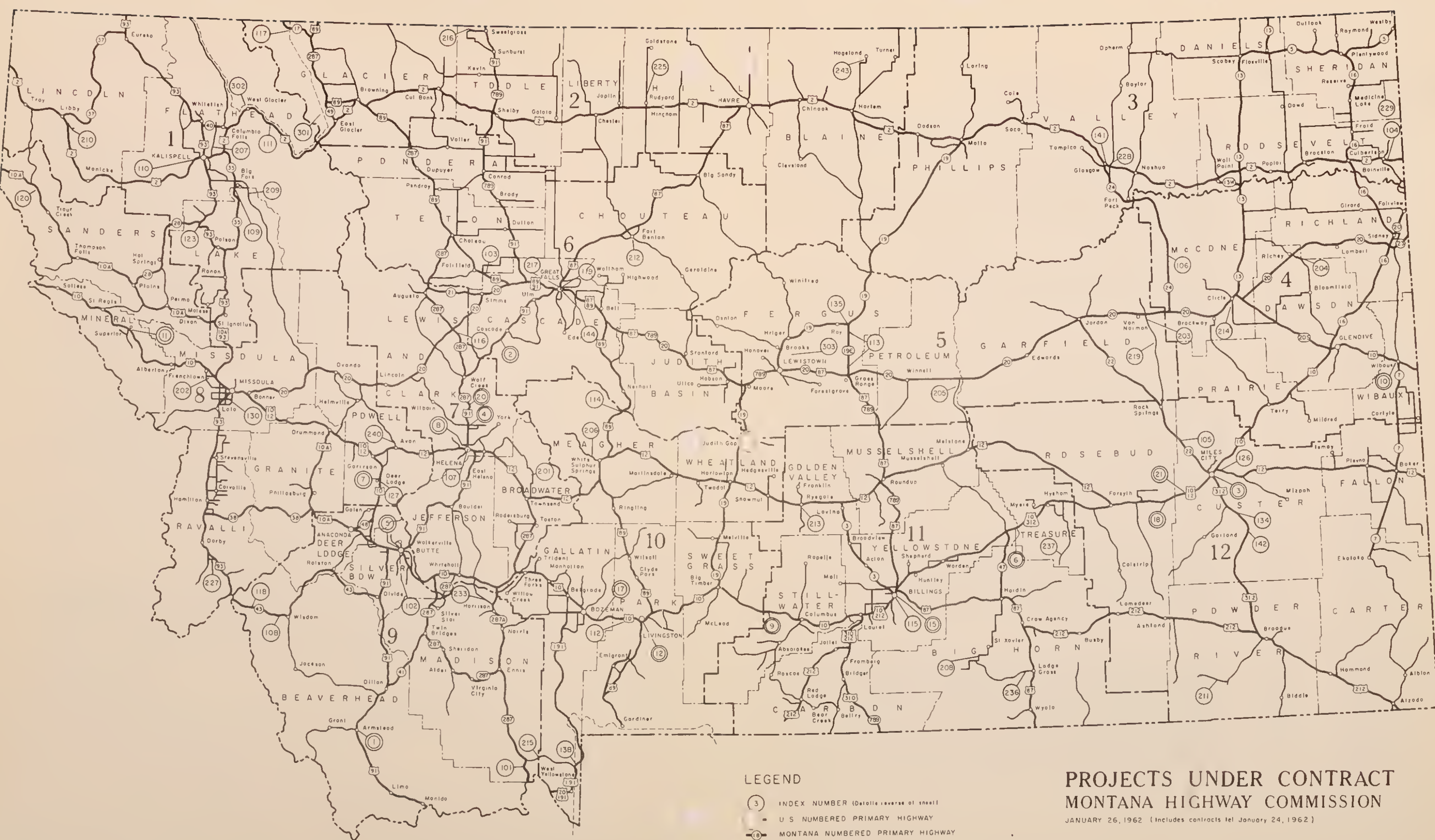
Dealing with people is an art and not a science, and the same is true of appraising them. Many a hopeless subordinate has risen to importance and authority under the leadership of someone who knew how to motivate him.

Ma. Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID PRIMARY PROJECTS			
109	F - 102 (2)	6-30-62	2,399 foot aluminum guard rail. (Montana 35 - Near Big Fork) .
110	F - 270 (11)	6-30-62	1,477 foot aluminum guard rail. (U. S. 93 - Kalispell North) .
111	FHP 13-F6 *	1962	2.1 miles grading, drainage, and surfacing. (U. S. 2 - East of West Glacier) .
112	F - 185 (6) U 1	6-30-62	0.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - West of Livingston) .
	F - 185 (6) U 3	6-30-62	0.3 miles fencing. (U. S. 10 - West of Livingston) .
113	F - 26 (6) U 1 & F 333 (27) U1	6-30-62	11.2 miles grading, cement stabilized base, drainage, surfacing, plant mix bituminous and seal coat oiling. (Montana 19 E - Grass Range North) .
114	FHP 32 - 1 (1) *	1962	26.9 miles plant mix bituminous surfacing. (U. S. 89 - South of Neihart) .
115	U - FG 228 (16)	11-30-63	1.5 miles grading, drainage, cement stabilized base, aggregate surfacing, concrete pavement, plant mix bituminous and seal coat oiling. One concrete underpass - N.P. R.R. (U. S. 10 - In Billings) .
116	F - 238 (8) U 1	10-31-62	8.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 287 - North of Wolf Creek) .
	F - 238 (8) U 2	10-31-62	One 294 foot riveted plate girder bridge - Dearborn River. (Montana 287 - North of Wolf Creek) .
117	NP 4A4 & 14 A *	1962	10.9 miles grading, drainage, surfacing, and bituminous surface treatment. (Montana 17 - Northwest of East Glacier) .
118	FHP 20 - B *	1962	9.4 miles grading, drainage, and four 60 foot concrete slab bridges. Three over Trail Creek and one over Ruby Creek. (Montana 43 - West of Wisdom) .
119	U-F-FG 395 (4)	6-30-62	One 1126 foot steel riveted plate girder bridge - GN RY and Missouri River. (U. S. 87 - ByPass - Great Falls North) .
120	ROW F - 90 (5)	8-15-62	Fencing, Resetting 312 rods. (U. S. 10A - Northwest of Trout Creek) .
123	F - 191 (20) U 1	7-1-62	7.3 miles (2.5 miles grading and drainage) aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 93 - North of Polson) .
126	F - 86 (20) U 1	9-15-62	0.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 12 - East of Miles City) .
127	F - 184 (14)	6-30-62	1.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - North and South of Deer Lodge) .
130	F - FG 215 (7)	6-30-63	0.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 972 foot steel and concrete bridge - C.M.S.T.&P RY and Clark Fork. (U. S. 93 - In Missoula) .
134	F - 156 (11) U 2	6-30-62	One 138 foot prestressed concrete beam bridge - Pumpkin Creek. (U. S. 212 - South of Miles City) .
135	F - 103 (10) U 1 & F 333 (28) U 1	7-15-62	11.5 miles grading, cement stabilized base, surfacing, drainage, plant mix bituminous and seal coat oiling. Widen 57 & 75 foot treated timber bridges to 36 foot width - Box Elder Creek. (Montana 19 - Roy Northeast) .
138	FHP - 42 M *	1962	2.2 miles grading, drainage, aggregate surfacing and bituminous surface treatment. Widening of 105 foot Reinforced Concrete Girder Bridge - Grayling Creek. (U. S. 191 - North of West Yellowstone) .
141	F - 144 (6) U 1	7-30-62	4.7 miles (2.3 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 38 foot treated timber bridge - Goudge Coulee. (U. S. 2 - Glasgow East) .
	F - 144 (6) U 2	7-31-62	Installation of traffic signals and lighting. (U. S. 2 - First Avenue North in Glasgow) .
142	F - 156 (10) U 1 & F 156 (11) U 1	9-15-62	13.2 miles grading, drainage, surfacing, plant mix bituminous surfacing. (U. S. 212 - Southeast of Miles City) .
144	F - 180 (4) & U - 277 (5)	6-30-62	3.2 miles minor grading, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 87 & 89 - In Great Falls) .
	F - 180 (5)	9-30-62	1.1 miles (four lane divided) median concrete curbing - Second Avenue North. (U. S. 89 - Great Falls East) .
FEDERAL AID SECONDARY PROJECTS			
201	S - 6 (4)	8-31-62	7.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Townsend) .
202	S - 50 - 272 (2)	7-15-62	1.7 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Southeast of Frenchtown) .
203	S - 258 (4)	8-31-62	7.8 miles grading, drainage and aggregate surfacing. (Junction Montana 20 East Van Norman South) .
204	S - 32 (11)	6-30-62	7.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Richey Northwest & Southeast) .
205	S - 399 (2)	7-31-62	1.0 mile grading, drainage and aggregate surfacing. One 132 foot prestressed concrete beam bridge - Flatwillow Creek. (North of Melstone) .
	S - 49 (7) U 1	9-1-62	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 29 foot - treated timber bridge - North Fork Smith River. (White Sulphur Springs Northwest) .
207	S - 7 (6) U 1	7-1-62	6.5 miles (1.9 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (East of Kalispell) .
208	FLH - 9 (1) U 1	7-1-62	5.2 miles grading, drainage, plant mix bituminous and seal coat oiling. (St. Xavier Southwest) .
209	S - 65 (4)	7-1-62	4.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Southeast of Big Fork) .
210	S - 325 (1) U 2	8-31-62	One 122 foot prestressed concrete beam bridge - Libby Creek. (Southeast of Libby) .
211	S - 333 (2)	7-15-62	5.3 miles grading, drainage, aggregate surfacing. (Southwest of Broadus) .
212	S - 290 (12)	7-31-62	1.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 708 foot riveted plate girder bridge - Missouri River. (Fort Benton Southeast) .
213	S - 71 (4)	8-31-62	0.5 miles grading, drainage, and aggregate surfacing. One 142 foot prestressed concrete beam bridge - Musselshell River. (Ryegate South) .
214	S - 238 (1) U 1	10-31-62	6.6 miles grading, drainage and aggregate surfacing. (Circle South) .
	S - 238 (1) U 2	10-31-62	Three bridges, One 193 foot prestressed concrete beam - Redwater River, two 38 foot treated timber trestles - Hell and McCune Creeks. (Circle South) .
215	ERFO - 40 (1) *	1962	3.8 miles grading. (Through Earthquake Slide - Southeast of Ennis) .
216	S - 366 (6)	12-15-62	4.1 miles grading, drainage, and aggregate surfacing. (Sweetgrass West) .
217	S - US 386 (1)	9-30-62	2.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Northeast of Great Falls) .
219	S - 258 (3)	6-30-62	6.7 miles grading, drainage, and aggregate surfacing. (North of Rock Springs) .
225	S - 13 (5)	6-30-62	5.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Rudyard North) .
227	S - 328 (1)	6-30-62	1.2 miles grading, drainage, aggregate surfacing, road mix bituminous and seal coat oiling. Two prestressed concrete beam bridges, One 173 foot - West Fork Bitterroot River, One 198 foot - East Fork Bitterroot River. (South of Darby) .
228	S - 368 (13)	7-30-62	0.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Junction U. S. 2 - East of Glasgow - North) .
	S - 368 (14)	7-30-62	1.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Junction U. S. 2 - East of Glasgow - South) .
229	S - 73 (4)	8-1-62	8.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (East of Reserve) .
233	S - 167 (6)	7-1-62	5.0 miles grading, drainage, surfacing and bituminous surface treatment. (Northwest of Harrieton) .
236	S - 260 (3) U 1	7-1-62	11.4 miles aggregate surfacing and plant mix bituminous oiling. (Lodge Grass - West) .
237	S - 50 (4)	6-30-62	8.0 miles grading, drainage and aggregate surfacing. (South of Hysham) .
240	S - 291 (6)	8-30-62	5.4 miles grading, cement stabilized base - drainage, plant mix bituminous and seal coat oiling. (Northwest of Avon) .
243	S - 179 (4)	6-30-62	6.3 miles grading, drainage and aggregate surfacing. (Hogeland West) .
OFF SYSTEM PROJECTS			
301	FHP-2-A2, B2, & 12-A2 *	1962	7.2 miles grading and aggregate base. (Two Medicine Road & Approach - Northwest of East Glacier) .
302	NP-8-A2 *	1962	0.5 miles grading, drainage, surfacing and bituminous surfacing - One 160 foot concrete girder bridge - McDonald Creek. (In Glacier Park - North of West Glacier) .
303	R-AD-7 (1) *	1962	8.7 miles grading, drainage and aggregate surfacing. (Brooks East) .

* - - - - - Bureau of Public Roads Projects.



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LEGEND

- (3) INDEX NUMBER (Delists reverse of sheet)
- U S NUMBERED PRIMARY HIGHWAY
- MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT
MONTANA HIGHWAY COMMISSION

JANUARY 26, 1962 (Includes contracts let January 24, 1962)

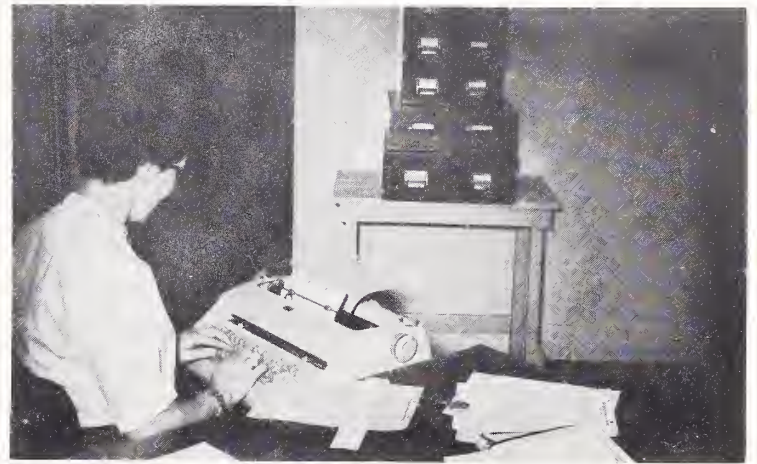
Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID INTERSTATE PROJECTS			
1	I 15-1 (11) 37 U 1	9-1-62	7.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - South to North of Armstead).
	I 15-1 (11) 37 U 2	6-30-62	Four prestressed concrete beam structures. One 143 foot - Red Rock River, One 107 foot - County Road Separation, One 153 foot - Horse Prairie Interchange, One 173 foot - Beaverhead River. (U. S. 91 - South to North of Armstead).
2	I 15-1 (11) 37 U 3	7-31-62	7.8 miles fencing and cattle guards. (U. S. 91 - South to North of Armstead).
	I 15-5 (13) 239 U 1	6-30-62	9.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Same construction on frontage road. (U. S. 91 - South to North of Cascade).
	I 15-5 (13) 239 U 2	6-30-62	Four prestressed concrete beam structures. One 133 foot - Tintinger Interchange, One 82 foot - Frontage Road Separation, One 138 foot - South Cascade Interchange, One 123 foot - North Cascade Interchange. (U. S. 91 - South to North of Cascade).
3	I 15-5 (13) 239 U 3	6-30-62	9.7 miles fencing. (U. S. 91 - South to North of Cascade).
	I 94-4 (6) 136 U 1	9-15-62	11.6 miles grading, drainage, aggregate surfacing, Portland Cement paving, plant mix bituminous and seal coat oiling. Three 20 foot and two 10 foot concrete slab junior grade separations. One 168 foot prestressed concrete beam structure - Beaver Road Interchange U. S. 12. (U. S. 10 - Miles City - East).
4	I 15-4 (6) 186 U 3	6-30-62	11.6 miles fencing. (U. S. 10 - Miles City - East).
	I 15-4 (6) 186 U 3	8-31-62	Three prestressed concrete beam structures. Dual 118 foot - County Road Separation. One 205 foot - Lincoln Road Interchange. (U. S. 91 - North of Helena).
5	I 15-2 (14) 127 U 1	9-1-63	2.7 miles four lane divided, grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling. (U. S. 91 - In Butte).
	I 15-2 (14) 127 U 2	9-1-62	2.7 miles fencing. (U. S. 91 - In Butte).
6	I 94-1 (5) 51	7-31-63	One 580 foot riveted plate girder bridge - Big Horn River. (U. S. 10 - west of Hysham).
7	I 90-3 (8) 180 U 1	6-30-62	8.6 miles (1.0 mile four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - North and South of Deer Lodge).
	I 90-3 (8) 180 U 3	6-30-62	8.6 miles fencing. (U. S. 10 - North and South of Deer Lodge).
	I 90-3 (10) 180	6-30-62	8.6 miles signing and delineation. (U. S. 10 - North and South of Deer Lodge).
8	I-IG-ING 15-4 (4) 182 U 2	7-1-62	2.8 miles four lane divided, grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Dual 260 foot steel girder bridges - Underpass - Colonial Club Interchange. (U. S. 91 - Helena - South).
	I 15-4 (10) 182	6-30-62	2.8 miles signing and delineation. (U. S. 91 - Helena - South).
	I-IG-ING 15-4 (4) 182 U 4	6-30-62	1.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - In Helena).
	I 15-4 (5) 185 U 1	6-30-62	One 243 foot steel and concrete bridge - Underpass - Cedar Street Interchange. One 215 foot prestressed concrete beam bridge - Underpass - York Road Separation. (U. S. 91 - In Helena).
	I-IG-ING 15-4 (4) 182 U 6 &		
	I 15-4 (5) 185 U 2	6-30-62	1.3 miles fencing and cattle guards. (U. S. 91 - In Helena).
9	IG 90-8 (13) 395	11-30-62	One 249 foot steel and concrete bridge - Overpass - NP. RY. (U. S. 10 - West of Columbus).
10	I 94-7 (4) 233 U 1	9-30-62	7.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling, fencing and weigh station. (U. S. 10 - Dawson, Wibaux County line to Wibaux).
	I 94-7 (4) 233 U 2	9-30-62	8.1 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling, fencing and cattle guards. (U. S. 10 - Wibaux to North Dakota State line).
	I 94-7 (3) 240	11-30-62	Three prestressed concrete beam structures. One 163 foot - West Wibaux Interchange, One 286 foot - Beaver Creek, One 173 foot - East Wibaux Interchange, and fencing. (U. S. 10 - At Wibaux).
11	I 90-1 (6) 43 U 1	7-15-62	6.7 miles (1.2 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One concrete slab junior grade separation. (U. S. 10 - North and South of Superior).
12	I-IG 90-7 (9) 327 U 1	9-15-62	11.8 miles (11.0 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Construction of Irrigation and water supply facilities. (U. S. 10 - West and East of Livingston).
	I-IG 90-7 (9) 327 U 2	6-30-62	Ten prestressed concrete beam structures. Dual 113 foot overpasses - West Interchange, Dual 251 foot overpasses - South Interchange, Dual Junior Grade Separation - Farm Road, Dual 128 foot overpasses, Singly Interchange, One 279 foot Underpass - East Interchange, One 210 foot Underpass - Mission Interchange. (U. S. 10 - West and East of Livingston).
	I-IG 90-7 (9) 327 U 3	6-30-62	11.8 miles fencing and cattle guards. (U. S. 10 - West and East of Livingston).
15	I 90-8 (10) 451	6-30-62	930 and 965 foot (dual) steel riveted plate girder bridges - Yellowstone River. (U. S. 10 - East of Billings).
17	I-IG 90-6 (2) 309 U 1	9-15-62	5.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Four prestressed concrete beam structures. Dual 113 foot overpasses - Bear Creek Interchange. Dual 128 foot overpasses - Trail Creek Interchange. Dual 335 foot steel and concrete overpasses - NP RY. (U. S. 10 - East of Bozeman).
	I-IG 90-6 (2) 309 U 2	9-15-62	5.3 miles fencing. (U. S. 10 - East of Bozeman).
18	I 94-4 (3) 114 U 1 & 4	9-15-62	6.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - East of Forsyth).
	I 94-4 (9) 119 U 1		
	I 94-3 (3) 114 U 2	6-30-62	One 82 foot prestressed concrete beam bridge - Graveyard Creek. One 17 foot concrete slab, junior grade separation - Stockpass. (U. S. 10 - East of Forsyth).
	I 94-3 (3) 114 U 3 & 4	7-1-62	6.2 miles fencing. (U. S. 10 - East of Forsyth).
	I 94-4 (9) 119 U 2		
20	I 15-4 (9) 194 U 1	8-30-63	12.7 miles (7.7 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. Dual 118 foot prestressed concrete beam overpasses - Gates of the Mountain Interchange. (U. S. 91 - North of Helena).
	I 15-4 (9) 194 U 2	9-15-62	12.7 miles fencing and cattle guards. (U. S. 91 - North of Helena).
	I 15-4 (12) 207 U 1	9-15-62	3.4 miles (2.3 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - North of Helena).
	I 15-4 (12) 207 U 2	7-31-62	Dual prestressed concrete beam structures. 113 foot - Sieben Interchange. One 63 foot treated timber bridge - Little Prickly Pear Creek on frontage road. (U. S. 91 - North of Helena).
21	I 94-4 (8) 120 U 1	9-15-62	7.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - West of Miles City).
	I 94-4 (8) 120 U 2	6-30-62	One 173 foot prestressed concrete beam bridge - Underpass - Moon Creek Road Interchange. (U. S. 10 - West of Miles City).
	I 94-4 (8) 120 U 3	6-30-62	7.3 miles fencing. (U. S. 10 - West of Miles City).
FEDERAL AID PRIMARY PROJECTS			
101	FHP 60-A *	1962	8.9 miles grading, drainage, surfacing, and bituminous surface treatment. One 260 foot prestressed concrete girder bridge - Madison River. (Montana 287 - South of Ennis).
102	F - 207 (8)	9-1-63	0.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - In Butte).
	F - 279 (4)	9-1-63	0.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - ByPass - In Butte).
103	F - 65 (8) U 1	8-15-62	1.2 miles grading, drainage, aggregate surfacing, and bituminous surface treatment. (U. S. 89 - Southeast of Fairfield).
104	F - 84 (30) U 1	8-15-62	10.9 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 2 - Bainville East).
105	F - 157 (16) U 2	7-31-62	One 102 foot prestressed concrete beam bridge - Grimes Creek. (Montana 22 - Northwest of Miles City).
	F - 157 (16) U 1	10-31-62	5.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 22 - Northwest of Miles City).
106	F - 315 (15)	11-30-62	12.1 miles grading, drainage, aggregate surfacing. (Montana 24 - Southeast of Fort Peck).
107	F - 214 (3) U 1	7-1-62	1.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 91 - In Helena).
	F - 214 (4)	3-15-62	0.7 miles signing and delineation. (U. S. 91 - In Helena).
	U - 249 (14) U 1 & 4	7-31-62	0.5 miles four lane divided, grading, aggregate surfacing and Portland Cement concrete paving. One 206 foot prestressed concrete beam overpass - C.H. RY. (U. S. 10 - ByPass - In Helena).
	U - IG 376 (3) U 1		
	U - 249 (14) U 2 & 4	7-31-62	Traffic controls on Euclid Avenue, Lyndale Avenue, Benton Avenue to Last Chance Gulch. (U. S. 10 - ByPass - In Helena).
	U - IG 376 (3) U 2		
108	F - 42 (1) U 1	8-31-62	9.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 43 - Wisdom West).
	F - 42 (1) U 2	7-31-62	One 215 foot prestressed concrete beam bridge - Big Hole River. (Montana 43 - Wisdom West).

Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID PRIMARY PROJECTS			
109	F - 102 (2)	6-30-62	2,399 foot aluminum guard rail. (Montana 35 - Near Big Fork).
110	F - 270 (11)	6-30-62	1,477 foot aluminum guard rail. (U. S. 93 - Aalspell North).
111	FHP 13-F6 *	1962	2.1 miles grading, drainage, and surfacing. (U. S. 2 - East of West Glacier).
112	F - 185 (6) U 1	6-30-62	0.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - West of Livingston).
	F - 185 (6) U 3	6-30-62	0.3 miles fencing. (U. S. 10 - West of Livingston).
113	F - 26 (6) U 1 & F 333 (27)U1	6-30-62	11.2 miles grading, cement stabilized base, drainage, surfacing, plant mix bituminous and seal coat oiling. (Montana 19 E - Grass Range North).
114	FHP 32 - 1 (1) *	1962	26.9 miles plant mix bituminous surfacing. (U. S. 89 - South of Melhart).
115	U - FG 228 (16)	11-30-63	1.5 miles grading, drainage, cement stabilized base, aggregate surfacing, concrete pavement, plant mix bituminous and seal coat oiling. One concrete underpass - N.P. R.R. (U. S. 10 - In Billings).
116	F - 238 (8) U 1	10-31-62	8.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 287 - North of Wolf Creek).
	F - 238 (8) U 2	10-31-62	One 294 foot riveted plate girder bridge - Dearborn River. (Montana 287 - North of Wolf Creek).
117	NP 44A & 14 A *	1962	10.9 miles grading, drainage, surfacing, and bituminous surface treatment. (Montana 17 - Northwest of East Glacier).
118	FHP 20 - B *	1962	9.4 miles grading, drainage, and four 60 foot concrete slab bridges. Three over Trail Creek and one over Ruby Creek. (Montana 43 - West of Wisdom).
119	U-F-FG 395 (4)	6-30-62	One 1126 foot steel riveted plate girder bridge - GN RY and Missouri River. (U. S. 87 - ByPass - Great Falls North).
120	ROF F - 90 (5)	8-15-62	Fencing, Resetting 312 rods. (U. S. 10A - Northwest of Trout Creek).
123	F - 191 (20) U 1	7-1-62	7.3 miles (2.5 miles grading and drainage) aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 93 - North of Polson).
126	F - 86 (20) U 1	9-15-62	0.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 12 - East of Miles City).
127	F - 184 (14)	6-30-62	1.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - North and South of Deer Lodge).
130	F - FG 215 (7)	6-30-63	0.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 972 foot steel and concrete bridge - C.H.S.T.&P RY and Clark Fork. (U. S. 93 - In Missoula).
134	F - 156 (11) U 2	6-30-62	One 138 foot prestressed concrete beam bridge - Pumpkin Creek. (U. S. 212 - South of Miles City).
135	F - 103 (10) U 1 & F 333 (28) U 1	7-15-62	11.5 miles grading, cement stabilized base, surfacing, drainage, plant mix bituminous and seal coat oiling. Widen 57 & 75 foot treated timber bridges to 36 foot width - Box Elder Creek. (Montana 19 - Roy Northeast).
138	FHP - 42 M *	1962	2.2 miles grading, drainage, aggregate surfacing and bituminous surface treatment. Widening of 105 foot Reinforced Concrete Girder Bridge - Grayling Creek. (U. S. 191 - North of West Yellowstone).
141	F - 144 (6) U 1	7-30-62	4.7 miles (2.3 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 38 foot treated timber bridge - Goudge Coulee. (U. S. 2 - Glasgow West).
142	F - 144 (6) U 2	7-31-62	Installation of traffic signals and lighting. (U. S. 2 - First Avenue North in Glasgow).
	F - 156 (10) U 1 & F 156 (11) U 1	9-15-62	13.2 miles grading, drainage, surfacing, plant mix bituminous surfacing. (U. S. 212 - Southeast of Miles City).
144	F - 180 (4) & U - 277 (5)	6-30-62	3.2 miles minor grading, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 87 & 89 - In Great Falls).
	F - 180 (5)	9-30-62	1.1 miles (four lane divided) median concrete curbing - Second Avenue North. (U. S. 89 - Great Falls East).
FEDERAL AID SECONDARY PROJECTS			
201	S - 6 (4)	8-31-62	7.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Townsend).
202	S - 52 - 272 (2)	7-15-62	1.7 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Southeast of Frenchtown).
203	S - 258 (4)	8-31-62	7.8 miles grading, drainage and aggregate surfacing. (Junction Montana 20 East Van Norman South).
204	S - 32 (11)	6-30-62	7.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Richey Northwest & Southeast).
205	S - 399 (2)	7-31-62	1.0 mile grading, drainage and aggregate surfacing. One 132 foot prestressed concrete beam bridge - Flatwillow Creek. (North of Melstone).
	S - 49 (7) U 1	9-1-62	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 29 foot - treated timber bridge - North Fork Salt River. (White Sulphur Springs Northwest).
207	S - 7 (6) U 1	7-1-62	6.5 miles (1.9 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (East of Kalispell).
208	FLN - 9 (1) U 1	7-1-62	5.2 miles grading, drainage, plant mix bituminous and seal coat oiling. (St. Xavier Southwest).
209	S - 65 (4)	7-1-62	4.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Southeast of Big Fork),
210	S - 325 (1) U 2	8-31-62	One 122 foot prestressed concrete beam bridge - Libby Creek, (Southeast of Libby).
211	S - 333 (2)	7-15-62	5.3 miles grading, drainage, aggregate surfacing. (Southwest of Broadus).
212	S - 290 (12)	7-31-62	1.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 708 foot riveted plate girder bridge - Missouri River. (Fort Benton Southeast).
213	S - 71 (4)	8-31-62	0.5 miles grading, drainage, and aggregate surfacing. One 142 foot prestressed concrete beam bridge - Musselshell River. (Ryegate South).
214	S - 238 (1) U 1	10-31-62	6.6 miles grading, drainage and aggregate surfacing. (Circle South).
	S - 238 (1) U 2	10-31-62	Three bridges, One 193 foot prestressed concrete beam - Redwater River, two 38 foot treated timber trestles - Hell and McCune Creeks. (Circle South).
215	EHFO - 40 (1) *	1962	3.8 miles grading. (Through Earthquake Slide - Southeast of Ennis).
216	S - 366 (6)	12-15-62	4.1 miles grading, drainage, and aggregate surfacing. (Sweetgrass West).
217	S - 185 386 (1)	9-30-62	2.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Northeast of Great Falls).
219	S - 258 (3)	6-30-62	6.7 miles grading, drainage, and aggregate surfacing. (North of Rock Springs).
225	S - 13 (5)	6-30-62	5.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Rudyard North).
227	S - 328 (1)	6-30-62	1.2 miles grading, drainage, aggregate surfacing, road mix bituminous and seal coat oiling. Two prestressed concrete beam bridges, One 173 foot - West Fork Bitterroot River, One 198 foot - East Fork Bitterroot River. (South of Darty).
228	S - 368 (13)	7-30-62	0.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Junction U. S. 2 - East of Glasgow - North).
	S - 368 (14)	7-30-62	1.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Junction U. S. 2 - East of Glasgow - South).
229	S - 73 (4)	8-1-62	8.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (East of Heserve).
233	S - 167 (6)	7-1-62	5.0 miles grading, drainage, surfacing and bituminous surface treatment. (Northwest of Harlemon).
236	S - 260 (3) U 1	7-1-62	11.4 miles aggregate surfacing and plant mix bituminous oiling. (Lodge Grass - West),
237	S - 50 (4)	6-30-62	8.0 miles grading, drainage and aggregate surfacing. (South of Hysham).
240	S - 291 (6)	8-30-62	5.4 miles grading, cement stabilized base - drainage, plant mix bituminous and seal coat oiling. (Northwest of Avon).
243	S - 179 (4)	6-30-62	6.3 miles grading, drainage and aggregate surfacing. (Hogeland West).
OFF SYSTEM PROJECTS			
301	FHP-2-A2, E2, & 12-A2 *	1962	7.2 miles grading and aggregate base. (Two Medicine Road & Approach - Northwest of East Glacier).
302	NP-8-A2 *	1962	0.5 miles grading, drainage, surfacing and bituminous surfacing - One 160 foot concrete girder bridge - McDonald Creek. (In Glacier Park - North of West Glacier).
303	R-AD-7 (1) *	1962	8.7 miles grading, drainage and aggregate surfacing. (Brooks East).
* - - - - - Bureau of Public Roads Projects.			

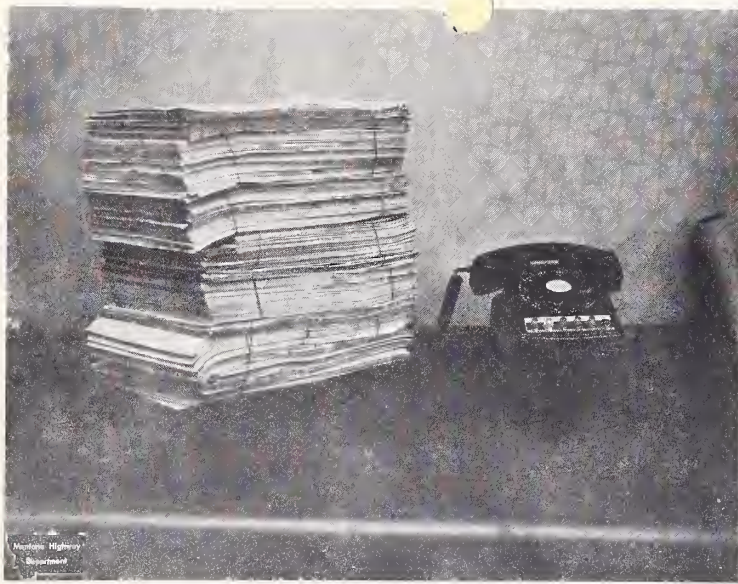
KALISPELL DIVISION

After going through what is perhaps one of the most difficult operations, report is that Dean Westmoreland is now making a good recovery and is out of danger. There were a few anxious hours there for a while after the operation. Dean was operated on January 5, 1962, for a heart condition at Seattle. Dean is the congenial rodman from the Kalispell Division who always has a big smile for everyone. The personnel from Division 120 wish Dean a speedy recovery.

With a new office comes a new typewriter. Shown at her desk with the latest design in typewriters is clerk and receptionist, Pat Henderson



of the Kalispell Division. Everyone gets a new typewriter now and then, but this in itself is not just any old, ordinary typewriter. This typewriter doesn't have a carriage, nor does it have keys that can get all jangled up. This latest addition was installed by the IBM Corp. on Dec. 20, 1961, and is the only one in the Highway Department and also the only one in the Flathead area, although there are others on order. The amazing feature of this machine is that the symbols are all on a small metal ball about the size of a ping-pong ball. As the proper symbol on the keyboard is selected and depressed, the ball rotates to the selected symbol and then returns to its original position as it slides along the roll that the paper is on. This ball with the symbols is interchangeable and different types of lettering may be substituted in a matter of seconds. It is possible to type 180 words a minute, depending on the speed of the typist. Another feature of this machine is that its initial cost and operation is more economical. "What will they think of next!"



The stack of papers pictured here represent the appraisals required for right-of-way on a relatively small project. There are only 23 parcels pictured above, some have over 100 parcels. In addition to the stack of paper required for appraisals an equal stack could be built up with the papers necessary for five year histories, ownerships, negotiations papers, deeds, claims, pay sheets, right-of-way maps all attractively colored in pencil, reviewers reports and miscellaneous correspondence.

MORE ON THE BOWLING TOURNAMENT

Before the committee sets the final dates for the Highway Bowling Tournament in Helena, they would like to know approximately how many teams from each division are interested in entering. In other words, can we have enough entries to assure a good tournament?

Please advise George Sime, Editor of Centerline as soon as possible.

SWANEY RETIRES

Grant Swaney, who has been with the Department for many years, retired from his position as Land Agent as of the first of the year. Grant was the honored guest at a dinner in December, and in response to the presentation to him of a watch, had some well-chosen advice to give to those present.

He will be succeeded by Emory Reuterdaahl.

Kalispell Division (Continued)

Now that vacation time is over, it seems fitting to find out what some of the employees did with their free time.

Fred and Lolly Wells spent their vacation in sunny California, visiting their daughter Judy and her family. Fred said he saw some interesting shows and also added some nice specimens to his rock collection. Going by way of Reno, it is only natural that they should stop and try their luck at the game of chance, but when quizzed on this, Fred stated he had no comment to make.

Ray (Pete) Spurzem stated that he and Hazel spent an enjoyable three weeks at their home, just resting.

The Ray Hamiltons journeyed to San Diego and from all reports it wasn't so sunny. It seems that a little mixture of fog and smoke joined up to make it smoggy. Ray had some interesting reports on working conditions of the California Highway Department where he has a nephew employed.

Ray says he is happy to be back in Sunny Montana where the snow at the present time is about three and a half feet deep and the temperature in the mornings hovers around the zero mark, but none of the smog for Ray.

MISSOULA DIVISION

Four employees of the maintenance department in the Missoula Division are retiring this winter after serving the State from four and a half to 30 years.

The oldest employee in terms of years is Clinton C. Sloan, who retired Dec. 1, 1961 with over 30 years service. Mr. Sloan began work back in the "Horse and Buggy" days, when maintenance equipment and procedures were primitive by today's standards, with very few miles of oiled surface highways. His first eleven years were spent in charge of an oiling crew, seal coating oiled surfaces or oil penetrating previously un-paved roads. He has the distinction of being the first man in the highway department to plow snow, with the highlight of his first winter in this capacity being a trip into Idaho on 10A to rescue fourteen snow-bound cars and trucks, one of which was driven by Mr. Rader, then Chief Engineer of the department. In 1942 he was promoted to shovel operator and worked in that position for the next fourteen years. The last five years has been spent in charge

of the pug mill which pre-mixes oil stock for patching and tight blading.

His many friends wish him years of pleasant retirement.

Other employees retiring and their length of service, are:

Lewis D. Bierly, 14 years; Lester D. Robinson, 5 years; and Edward L. Ashenbrenner, 4½ years.

Best wishes to these gentlemen.

BUTTE DIVISION

Saturday evening, December 9, 1961, members of the Butte Highway Department gave a farewell party to two of its members, Mr. James Oliver Atkins and Mr. Andrew Speraw, on the occasion of their retirement from the Department. The affair took place at the Aro Cafe, Meaderville. Each man was the recipient of a \$50.00 bond. Short talks were given by Mr. Richard B. Dundas, District Engineer, and Mr. Gene Goodland, Division Maintenance Foreman. Mr. Joseph Kiely acted as toastmaster. Charles Eiman, former Maintenance Foreman of the Butte Division, was also in attendance.

Condolences of the Department were extended to Mr. Eugene Pankey on the death of his mother.

BOZEMAN DIVISION

Having trouble with offset spiral lines? Some men in the Bozeman Division have come up with the following solution.

The *Total Chaining Correction* for an offset spiral is equal to $\frac{1}{2}$ the total chaining correction for an offset line the same distance from a simple curve with the same degree of curvature and length as the spiral.

The chaining correction for the first cord (ten cord spiral) is equal to .1 squared, times the total correction.

The chaining correction for the second cord is equal to .2 squared minus .1 squared, times the total correction.

The chaining correction for the third cord is equal to .3 squared minus .2 squared, times the total correction.

In other words any cord number divided by ten, and squared, times the total correction will give the chaining correction from the T. S. (or the S. T.) through the cord used.

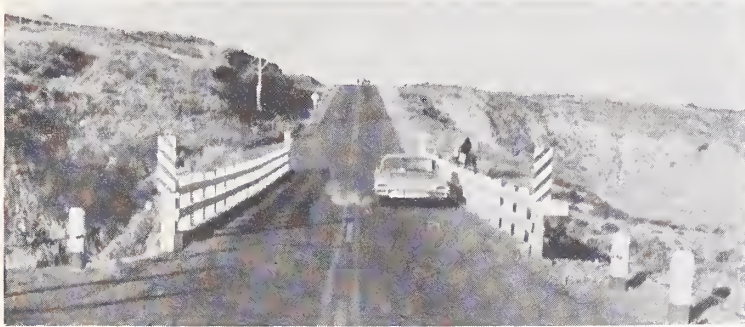
Bozeman Division (Continued)

Bozeman Division serviceman Cecil J. Leach passed away at his home December 17, 1961.

Bozeman Division Engineer, George A. Barrett, returned to work January 15, 1962 after a six weeks illness.

GLENDIVE DIVISION

Glendive Division has been busy this fall and winter widening bridges to make them less hazardous to the traveling public. The top picture shows Mr. Roundtree's car parked on the old



bridge which was narrow and hard to meet other vehicles on. The lower picture shows the bridge with car parked same place as before, the difference is apparent in improved and widened bridge.

Our District Right-of-Way department will be having some changes made in the personnel roster about February 1st with Jack Ricker, Right-of-Way Supervisor for the District accepting a position in the Helena Right-of-Way Department and William (Bill) J. Hauck, who is presently Right-of-Way Appraiser, moving into the Supervisor position. A new Right-of-Way Appraiser is not known at this time. Betty Paluck, secretary in the right-of-way department, is resigning about March 1st to raise a family and Beverly Zinniel will be the new secretary at that time.

Walter Devoy, Right-of-Way Agent, has just returned from a three weeks vacation to New

Jersey, over the holidays, where he visited friends and relatives whom he had not seen for several years.

GREAT FALLS DIVISION

Dean W. Poole, Project Engineer, located at Helena, is recuperating successfully after almost succeeding in breaking his neck. Rumor has it that "Rassler" Poole was fighting out of his class. He is now Project Engineer on the Sieben-Wolf Creek project. Only two months more in the neck brace.

Four employees in the Great Falls Division, with a total of 65 years service among them, were presented with the State of Montana Service Pin.

Receiving pins were Mabel Wohl, 20-year pin; Chas. H. Pierce, 15-year pin; Elmer Richards, 15-year pin, and George W. Davis, 15-year pin.

Miss Mabel Wohl, after 20 years of service for the Department as a clerk, retired Jan. 15, 1962. Mabel's plans also are to just "take it easy" and catch up on her visiting with her many friends around the State.

Myron B. Holzheimer has been re-employed as a Right-of-Way agent. Myron had taken time out to enroll in the College of Great Falls for a few quarters.

Following an unfortunate car accident on Jan. 3, 1962, Project Engineer Fred W. Kain passed away on Jan. 12, 1962. Fred had worked for the Highway Department since 1944 and at the time of the accident was Project Engineer on F 238(8) U-1, Wolf Creek-Augusta. Immediate survivors are the widow and seven children.

After 26 years of service with the Highway Department, Pete Pearson retired the 29th of Dec. 1961. Pete has been Sectionman at Cascade since 1939. He advises his future plans are to just "take it easy and let the snow lay where it falls." Etsel Woolsey has been appointed to take Pete's place.

The evening of Jan. 20th was one of relaxation for employees of District 300. At a wine-dine-dance shindig, attended by 130 persons from throughout the District, an evening of merriment was enjoyed by all.



Ed Miller and Troy McGee discuss a program over the console of the new IBM 1620, pictured below. The Data Processing Section is very enthused about the new model, and seem to think this new transistorized model will turn out much more work.

The gals shown above keep the new 1620 going, as they operate the card punchers for the electronic computers.

Beginning, left front, clockwise are: Beverly Claussen, Penny Abrahamson, Mrs. Albina Barnes, Ann Lewis, Joyce Sturn, Caroljean Stocking, Ruth Wilson and Patrecia McNally.



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